

Amendments to the Specification:

Please replace the first paragraph of page 2 with the following amended paragraph:

The present invention provides a support structure for supporting and tilting an oversized load or cargo to reduce the effective width of the load or cargo. Some of the restrictions imposed on transporting an oversized load may be avoided if the effective width of the load is below the specified limit. The support structure is most effective for a relatively flat cargo, such as a concrete double-tee section, or a cargo in which the height and width dimensions are not similar. The support structure reduces the effective width of the cargo by tilting the cargo so the exceeding width dimension is positioned diagonally.

Please replace the first paragraph of page 5 with the following amended paragraph:

The bolster frame 54 also includes a trunion 86 connected to the upper end 74 of the stanchion 66 for rotational movement relative to the stanchion 66. The trunion 86 is a generally cylindrical roller structure and is supported such that it can rotate a full 360 degrees about a rotational axis 90 (Fig. 4). The rotational trunion 86 facilitates loading a cargo onto the bolster ~~frame 58~~ frame 54 and removing a cargo from the bolster ~~frame 58~~ frame 54. The rolling movement of the cylindrical trunion 86, similar to a wheel, reduces friction and permits the cargo to roll into position after contacting the trunion 86. A method for loading a cargo onto the bolster frame 54 is described in greater detail below.

Please replace the second paragraph of page 5 with the following amended paragraph:

Fig. 3 illustrates an elevation view of the trailer 10 as shown from the side of the trailer 10 looking toward the second side 34 of the trailer 10. Fig. 3 shows the first bolster frame 54 connected to the rearward portion 42 the trailer frame 14 and the second bolster frame 54' connected to the ~~forward~~ forward portion 38 of the trailer frame 14. Both bolster frames 54, 54' extend upwardly about the same distance from the trailer frame 14.

Please replace the third paragraph of page 6 with the following amended paragraph:

The trunion 86 is generally evenly balanced about the stanchion 66 in a rest condition when no loads are applied to the trunion 86. The trunion 86 is pivotable relative to the stanchion 66 from the rest condition to a limit condition that limits pivotable movement of the trunion 86. The trunion 86 may be pivoted or tilted to move from the rest condition to the limit condition. The rotational axis 90 of the trunion 86 generally defines a rest axis 126 when the trunion 86 is in the rest condition, and a limit ~~axis 130~~ axis 130' (Fig. 4B) when the trunion 86 is in the limit condition. In the illustrated construction, the rest axes 126, 126' for the trunions 86, 86' of both the first and second bolster frames 54, 54' are generally aligned with one another.

Please replace the fourth paragraph of page 8 with the following amended paragraph:

The trunion 86 is elevated by the stanchion 66 and supports a raised side of the double-tee 146. The trunion 86 engages an inner corner of the double-tee 146 at an intersection of the deck and the left leg. The bearing ~~pad 126~~ pad 134 connected to the base 62 contacts a lower end of the right leg of the double-tee 146 and supports a lowered side of the double-tee 146. The adjustable or selectable bearing pads help position the double-tee 146 such that the center of gravity of the double-tee 146 is positioned over the center of the trailer.

Please replace the third paragraph of page 11 with the following amended paragraph:

Loading and unloading a double-tee 146 on the support structure is not always a precise procedure. The double-tee 146 is a relatively large object, sometimes measuring about 15 feet wide by about 60 feet long and weighing about 66,000 pounds, and is often lowered onto the bolster ~~frame 58~~ frame 54 with a crane. Some double-tees 146 may weigh as much as about 100,000 pounds. When supported by the crane, the double-tee 146 may move due to various factors, such as wind or change in momentum, thereby shifting the load in the air. While being lowered, the double-tee 146 is generally first positioned with the deck generally parallel to the ground, or trailer frame, while being lowered onto the bolster frame 54.